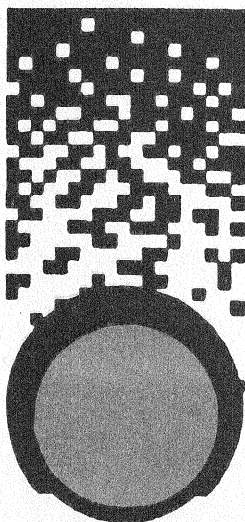


Strategic Regional Arterial

Illinois Route 173

from Boone/McHenry County line to Sheridan Road,
and Illinois Route 131 from Illinois Route 173 to
the Wisconsin state line

FINAL REPORT



**Operation
GreenLight**

Illinois Department of Transportation
April, 1994

FOREWORD

Illinois Route 173 is a Strategic Regional Arterial from the Boone/McHenry County Line west of Harvard to Sheridan Road in Zion. This report also includes Illinois Route 131, from Illinois Route 173 to Russell Road at the Wisconsin State Line.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

The Illinois Route 173 SRA is intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit systems, will provide a network to carry high volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed explanation and analysis of the existing route conditions, recommendations for improvements, and documentation of the process including comments received.

Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

Illinois Route 173 SRA is divided into sixteen segments. SRA studies during the last twenty-four months have resulted in specific segment recommendations.

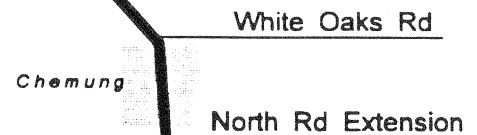
Segment 1: County Line Road to White Oaks Road

- Dedesignate as an SRA, coordinate improvements with Illinois Route 173 in Boone County.
- Maintain one-12 ft. lane in each direction.
- Acquire SRA required right-of-way (160 ft.) for Post 2010 improvements.
- Add turn lanes on Illinois Route 173 at County Line Road.
- Provide stop control access on all cross streets.



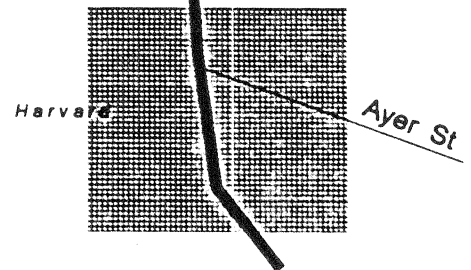
Segment 2: White Oaks Road to North Road Extension

- Dedesignate as an SRA.
- Maintain one -12 ft. lane in each direction.
- Maintain right-of-way at 80 ft.
- Provide left turn channelization at key intersections in Chemung.
- Coordinate access management per SRA criteria.



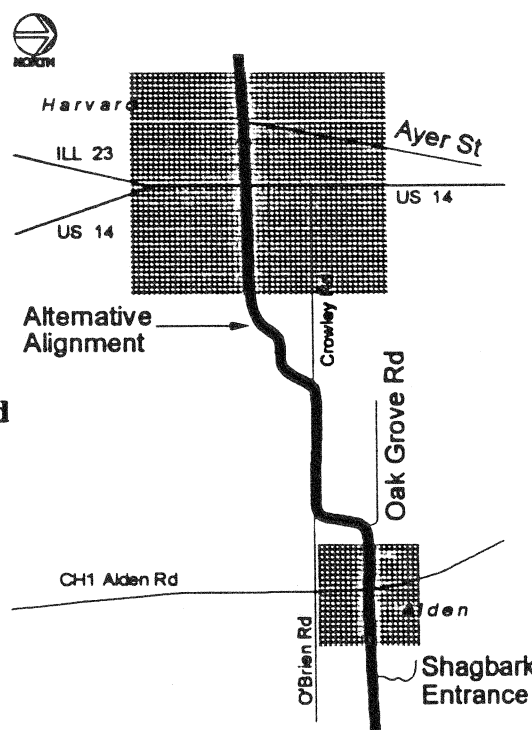
Segment 3: North Road Extension to Ayer Street

- Dedesignate as an SRA.
- Maintain one -12 ft. lane in each direction.
- Acquire SRA required right-of-way (160 ft.) for Post 2010 improvements.
- Provide stop control access on all cross streets.
- Widen structures over Mokeler Creek.



Segment 4: Alternative Alignment Along Brink Street

- Develop two 12 ft. through lanes in each direction, flush median and curb and gutter in the existing 80 ft. right-of-way from Ayer Street to the Mt. Auburn Cemetery.
- Develop alternative alignment, in new 160 ft. right-of-way, from the Mt. Auburn Cemetery to Illinois Route 173, 0.75 miles east of Harvard Hills Road (Hanson Road). Alignment has two 12 ft. through lanes in each direction, grass median, and shoulders with open drainage.
- Provide improved channelization and turn lanes at US Route 14.
- Provide park-and-ride facility near US Route 14 and Illinois Route 173 intersection.
- Provide grade separation at the Chicago & NorthWestern Railroad.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.
- Replace structure over Mokeler Creek.



Segment 5: Alternative Alignment to Oak Grove Road

- Develop two 12 ft. through lanes in each direction, grass median, and shoulders with open drainage in a right-of-way expanded to 160 ft.
- Provide single left turn lanes on Illinois Route 173 at the four important intersections, and at median breaks.
- Realign Crowley Road to improve sight distance with Illinois Route 173.
- Manage access with right-in/right-out only, median breaks at, and half-way between the four important intersections.
- Replace bridge over Mokeler Creek with two new structures.

Segment 6: Oak Grove Road to Shagbark Entrance

- Develop two 12 ft. through lanes in each direction, a flush median and curb and gutter in the existing 80 ft. right-of-way.
- Provide single left turn lanes at median breaks.
- Maintain flashing signalization and provide pedestrian crosswalks at Alden Road.
- Manage access per SRA criteria in coordination with Alden's land use plan.

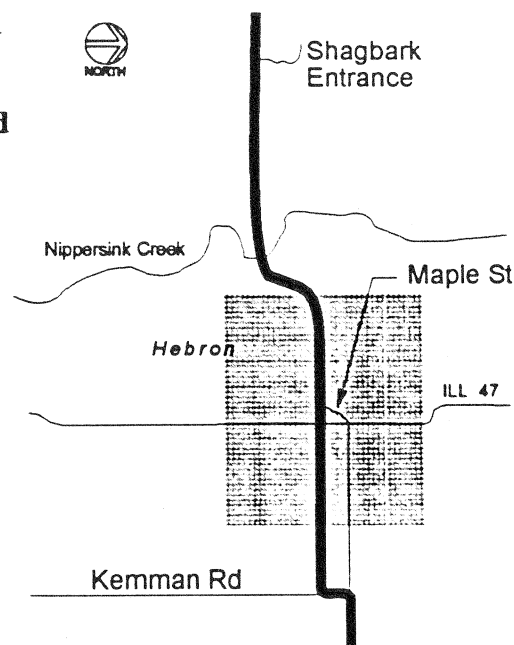
Illinois Route 173

Segment 7: Shagbark Entrance to Maple Street

- Develop two 12 ft. through lanes in each direction, grass median and shoulders with open drainage in a right-of-way expanded to 160 ft.
- Provide single left turn lanes at two important intersections, and at median breaks.
- Manage access with right-in/right-out only, median breaks at, and half-way between the two important intersections.
- Replace bridge over Nippersink Creek with two new structures.

Segment 8: Alternative Alignment Along Price Road

- Develop two 12 ft. through lanes in each direction, flush median and curb and gutter in the existing 80 ft. right-of-way from Maple Street to the Alden-Hebron Elementary School.
- Develop alternative alignment, in new 160 ft. right-of-way, from the elementary school on a northeasterly alignment to Kemman Road. Alignment has two 12 ft. through lanes in each direction, grass median, and shoulders with open drainage.
- Signalize Illinois Route 47 intersection with additional turn lanes as warranted.
- Realign Maple Street and Price Road to intersect the new Illinois Route 173 alignment at 90 degrees.
- Provide park-and-ride facility near the Illinois Route 47 and Illinois Route 173 intersection.
- Develop a pedestrian overpass over Illinois Route 173 to provide safe access to the adjacent schools.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.

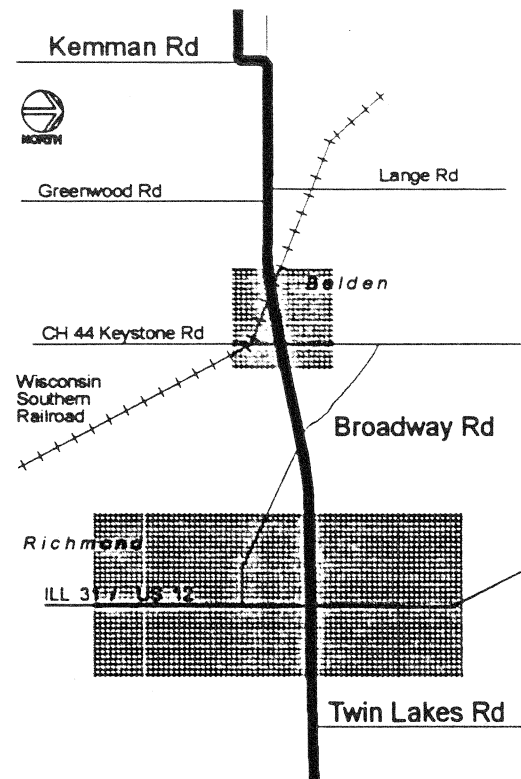


Segment 9: Kemman Road to Broadway Road

- Develop two 12 ft. through lanes in each direction, grass median and shoulders with open drainage in a right-of-way expanded to 160 ft.
- Provide single left turn lanes at Lange Road, Greenwood Road, Keystone Road, Broadway Road, and at median breaks.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.
- Consider grade separation at the Wisconsin Southern Railroad.

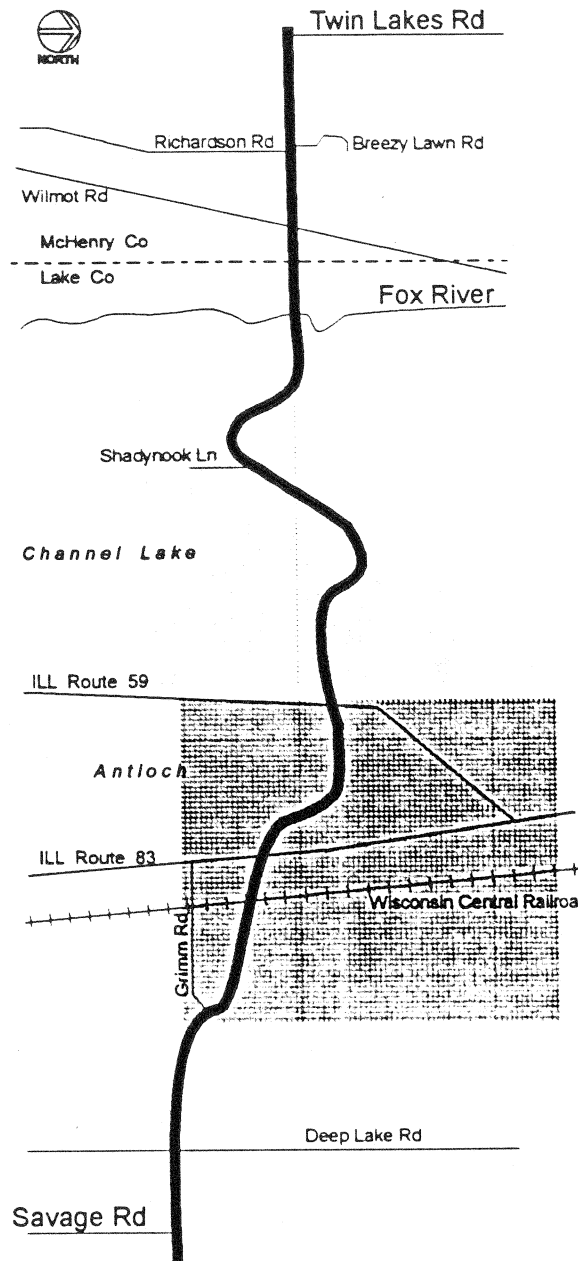
Segment 10: Broadway Road to Twin Lakes Road

- Develop two 12 ft. through lanes in each direction, a flush median and curb and gutter in the existing 80 ft. right-of-way.
- Improve signalized US Route 12 and Illinois Route 173 intersection with channelization, pedestrian cross walks and turn lanes.
- Provide park-and-ride facility near the US Route 12 and Illinois Route 173 intersection.
- Provide single left turn lanes where median breaks occur.
- Manage access in coordination with SRA criteria and Richmond's land use plan.
- Widen structure over North Branch of the Nippersink Creek.



Segment 11: Twin Lakes Road to Fox River Bridge

- Develop two 12 ft. through lanes in each direction, a grass median, shoulders and open drainage in a right-of-way expanded to 160 ft.
- In area of Thelen Materials, develop two 12 ft. through lanes in each direction, a raised median and curb and gutter in an expanded 120 ft. right-of-way.
- Provide single left turn lanes at Clark Road, Winn Road, Zarnstorf Road, Richardson Road, Seidschlag Road, Wilmot Road, Converse Road and at median breaks.
- Signalize the Wilmot Road intersection as traffic warrants.
- Provide channelization at Thelen Materials main access point.
- Manage access with right-in/right-out only, median breaks at, and half-way between the seven important intersections.

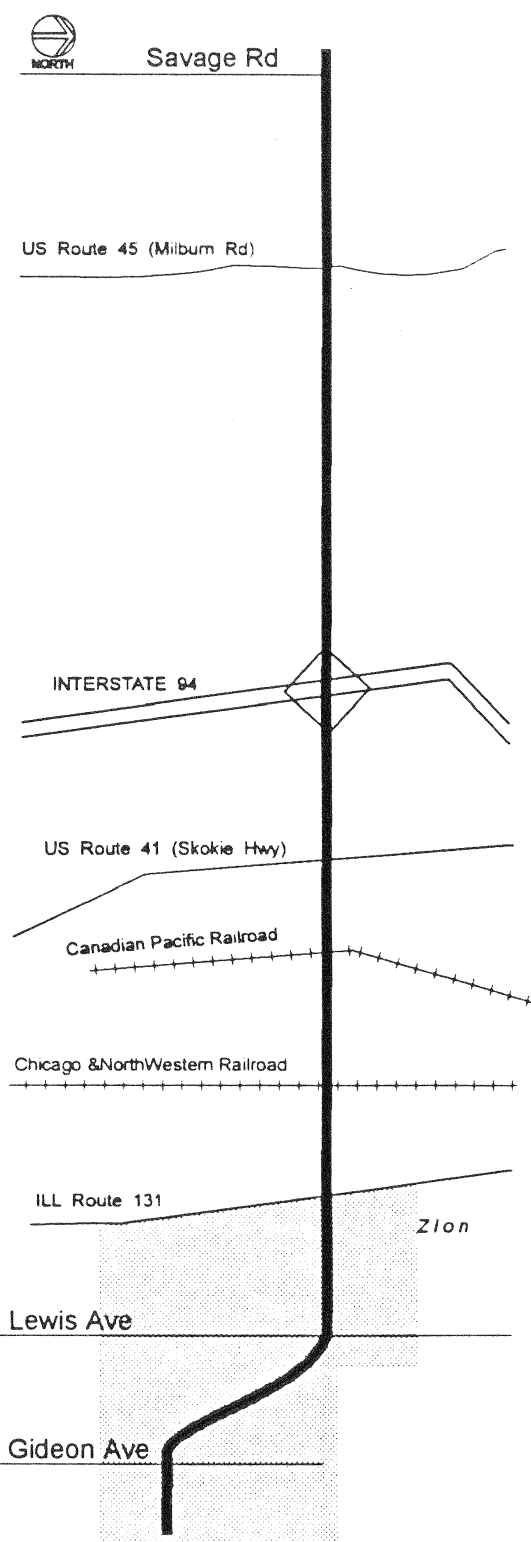


Segment 12: The Fox River Bridge to Savage Road

- Develop two 12 ft. through lanes in each direction, a flush median and curb and gutter in the existing 80 ft. to 115 ft. right-of-way.
- Provide single left turn lanes where median breaks occur, and at the two major intersections of Illinois Route 59 and Illinois Route 83.
- Provide center two way left-turn lane in developed area.
- Provide grade separation at Wisconsin Central Railroad.
- Realign Shadynook Lane and Grimm Road to 90 degree intersections with Illinois Route 173.
- Manage access in coordination with SRA criteria and area's land use plans.
- Reserve space for future park-and-ride near the intersection of Illinois Route 59 and near the proposed WC RR Metra station.

Segment 13: Savage Road to Lewis Avenue

- Develop two 12 ft. through lanes in each direction, raised median, parkways and curb and gutter in a right-of-way expanded to 120 ft. Provide sidewalk in the developed areas.
- Develop three 12 ft. through lanes in each direction, raised median, and curb and gutter in an expanded 120 ft. right-of-way between US Route 45 and Interstate 94.
- Upgrade Crawford Road, Hunt Club Road, Kilbourne Road, Illinois Route 131, and Kenosha Road to full signalized intersections as warranted.
- Improve signalized intersections on Illinois Route 173 at US Route 45 and Illinois Route 131 with channelization and turn lanes.
- Provide grade separation at the Canadian Pacific Railroad and Chicago & NorthWestern Railroad.
- Provide park-and-ride facilities near the US Route 45 and US Route 41 intersections with Illinois Route 173 and the I-94 interchange.
- Provide single left turn lanes at median breaks.
- Manage access with right-in/right-out only, median breaks at, and half-way between, signalized and important intersections.
- Replace structure over North Mill Creek and the Des Plaines River.



Segment 14: Lewis Avenue to Gideon Avenue

- Develop two 12 ft. through lanes in each direction, raised median, parkways and curb and gutter in an existing right-of-way of 120 ft. to 150 ft. Provide sidewalk on south side in coordination with Zion.
- Provide single left turn lanes at median breaks.
- Maintain above-grade North Shore Path.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.

Segment 15: Gideon Avenue to Sheridan Road

- Develop two 12 ft. through lanes in each direction with a double striped median and curb and gutter in the existing 60 ft. to 80 ft. right-of-way. Provide continuous sidewalk on south side in coordination with Zion.
- Improve signalized intersection at Sheridan Road with channelization and turn lanes.
- Restrict peak-hour left turns from Illinois Route 173.
- Manage access in coordination with SRA criteria and Zion's land use plan.

Segment 16: Illinois Route 131: Illinois Route 173 to Russell Road at the Wisconsin State Line

- Designate this segment as a SRA connector between Illinois Route 173 and Wisconsin State Route 31.
- Coordinate improvements with Wisconsin Department of Transportation.
- Develop two 12 ft. through lanes in each direction, raised median and curb and gutter in an expanded 120 ft. right-of-way.
- Provide single left turn lanes where median breaks occur, and at 9th Street intersection.
- Manage access with right-in/right-out only, median breaks at, and half-way between, the important intersections.

